

## 5 Summary of Recommendations

### 5.1 RECOMMENDED FUNCTIONAL DESIGN

The recommended Functional Design Plan, included as Appendix A, summarizes and illustrates the overall recommended plan. Specific recommendations include:

1. Provide four basic, continuous lanes through the study area, such that the two lanes approaching the study area from the north be continuous with the two lanes departing the study area toward the south, and vice-versa, to which auxiliary lanes are added for individual locations as shown in Appendix A.
2. Provide a raised median on the block from 20th Street to Auditorium Avenue to assist with separating and guiding traffic transitioning from Idylwyld Freeway.
3. Provide a raised median adjacent to 23rd Street West to assist with access management and left turn prevention.
4. Reconfigure Idylwyld Drive at 22nd Street to include a single, dedicated left turn lane in each direction, eliminating the shared through-and-left lanes northbound and southbound to enable the removal of split signal phases.
5. Remove all channelized right turn islands except at 25th Street East, where the railway crossing constrains opportunities for design changes.
6. Install accessibility ramps at every corner.
7. Incorporate bicycle paths as a designated area of the sidewalk, separated from the vehicle lanes by a landscaping buffer, and separated from the pedestrian component of the sidewalk by a tactile surface, similar to a rumble strip.
8. Construct bicycle crossings at major intersections using a “bend-out” configuration with 6.0 m minimum offset. For minor intersections, the bend-in design is deemed acceptable.
9. Convert the intersection of Idylwyld Drive and Auditorium Avenue from a pedestrian half signal to a full traffic signal.
10. Include a multi-modal crossing of Idylwyld Drive at Auditorium Avenue and a multiuse pathway connection to Midtown Plaza to accommodate wheelchairs, strollers, cyclists, and groups of pedestrians accessing Midtown Plaza from west of Idylwyld Drive.
11. As a traffic calming measure, narrow the “off-ramp” lane from Idylwyld Drive southbound to Avenue A to 3.0 m in width and raise the intersection of the Avenue A off-ramp and the alley south of 20th Street, similar to the intersection of Spadina Crescent and 21st Street East. It is also recommended that the raised intersection be textured with paving stones or a similar material to reinforce the perception of a low-speed, multi-modal environment.
12. Maintain the existing configuration as right-turns access only at 21st Street West and 23rd Street West only, and maintain the existing left turn prohibition from 20th Street East toward Senator Sid Buckwold Bridge.
13. Prohibit northbound traffic on Idylwyld Drive from turning left into the private parking lot opposite 24th Street East.

14. Modify the existing bus stop on 23rd Street East to include a bus stop island complete with a short crosswalk where bicyclists yield to pedestrians accessing the bus stop.

## **5.2 FUTURE STUDY**

Following this conceptual and functional planning study, it is expected that this project will proceed to a detailed design phase. The following are among the considerations recommended to the detailed design team:

- Consider the lane usage designation for the curb lanes on 22nd Street, including considering the state of bus rapid transit planning on 22nd Street at that time.
- Consider a fully mountable curb for the channelization island at 21st Street West
- Ensure the detailed design for the 23rd Street East / Jamieson Street intersection adheres as closely as reasonable to the intent of the functional plan, accommodating cyclists for all movements
- Engage Midtown Plaza in a conversation to determine the feasibility of relocating the access to the surface parking slightly to the east, further away from the intersection with Idylwyld Drive.
- Confirm details of truck and other design vehicle accommodation; however, it is recommended that the emphasis on pedestrian priority over freight truck accommodation be maintained.
- Ensure signal cycle times are minimized to the extent possible upon implementation. If a cycle time of 120 s is deemed necessary, it is recommended that a half-cycle of 60 s be considered at Auditorium Avenue to minimize pedestrian wait times and improve the connection between Midtown Plaza and Riversdale.
- Update signal timing parameters including clearance intervals based on actual geometry following detailed design.

Further, as discussed in Section 2.9, it is recommended that the City of Saskatoon take advantage of the opportunity afforded by this reconstruction of Idylwyld Drive to study the change in safety performance brought about by the various innovative design elements, in order to assist with future multimodal street planning projects.